# SEVENTH ANNUAL REPORT

OF

# The Directors

OF THE

# RUTLAND AND BURLINGTON RAIL ROAD COMPANY,

SUBMITTED TO THE STOCKHOLDERS,

**SEPT. 20, 1854.**

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# OFFICERS OF THE CORPORATION,

MAY 31, 1854.

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PRESIDENT,

THOMAS THACHER, Boston.

DIRECTORS,

THOMAS THACHER, Boston.
D. A. SMALLEY, Burlington, Vt.
ASA WENTWORTH, Jr., Bellows Falls, Vt.
BENJAMIN T. REED, Boston.
CHARLES J. HENDEE, Boston.
HARRISON FAY, Boston.

TREASURER,

GEORGE B. GIBBONS, Boston.

CLERK,

DUGALD STEWART, Rutland, Vt.

# REPORT.

*To the Stockholders of the Rutland and Burlington Railroad Company.*

GENTLEMEN:—Mr. William Raymond Lee having resigned the Presidency of the Road since your last annual meeting, Mr. Thomas Thacher was chosen by the Directors to fill his place, and entered upon the duties of the office March 20, 1854. In consequence of his limited connection with the Company, the Seventh Annual Report, being for the year ending May 31st, 1854, is herewith presented by the undersigned Committee, on the behalf, and with the approval, of the Directors.

As the important events that have taken place in the history of the Road during the past year were presented to the Stockholders at their meeting April 12th, it is hardly necessary to review them in this Report. The assignment of the Road, November 20, 1853, in consequence of its financial difficulties, was then fully discussed, and the Third Mortgage on the Road was the result.

It only remains to refer to the statements of the Treasurer, Mr. George B. Gibbons, who succeeded Mr. Peter Harvey March 12, 1854, and whose Report will be found exhibited in detail. In this, it will be seen that the stock account has been somewhat decreased since the last Report, sundry shares of forfeited and other stock, which reverted to the Company, and were here-

tofore considered as among the assets, having been extinguished. In view of the existing excitement with regard to over-issues of stock in other Railroad corporations, the different Stock Ledgers of this Company have been examined by a gentleman familiar with stock accounts, whose certificate will be found in the Appendix.

The earnings, and running expenses, are shown from the commencement of operating the Road, to the date of its assignment, November 20th, 1853, since which time the Directors have received from the Trustees in possession no official information of its business, or the details required by the vote of the Stockholders at the meeting April 12th.

It is proper also to state in this connection, that the Directors found themselves unable to comply with the vote of the Stockholders, authorizing an investigation of the accounts of the Company. An Investigating Committee was nominated by the gentlemen appointed by the Stockholders for that purpose, who signified their willingness to engage in the duty, provided the expense of the investigation should be met—a contingency for which the Treasury was wholly unprepared. To remedy as far as possible this inability to meet the wishes of the Stockholders, the Directors have caused to be inserted in the Appendix, copies of the certificates given from time to time by the different Auditors who have examined the Treasurer's accounts. It is hardly necessary to add, that every facility will be given to whatever Committee the Stockholders see fit to authorize for the purpose of any future investigation of the books and accounts of the different departments.

The Report of the Treasurer is annexed.

CHARLES J. HENDEE.
HARRISON FAY.

# TREASURER'S REPORT.

*To the Directors of the Rutland and Burlington Railroad Company.*

GENTLEMEN :—The Treasurer herewith submits his annual statement, showing the cost of the Road, and the financial condition of the Company, as exhibited by his books, May 31, 1854, the close of the fiscal year, and giving such other information in his department as has been deemed of interest.

The construction account is as follows :

| | | |
|---|---|---|
| Grading and Masonry, | $2,359,387 16 | |
| Superstructure, | 949,525 74 | |
| Land, Land Damages, and Fencing, | 234,182 72 | |
| Stations, Buildings, and Fixtures, | 227,326 90 | |
| Bridges, | 116,669 93 | |
| Engineering, | 91,901 12 | |
| *Cost of Road,* . . . . . | | 3,978,993 57 |
| Cars, | 366,640 88 | |
| Locomotives, | 175,164 34 | |
| Tools, | 14,470 34 | |
| *Cost of Furniture,* . . . . . | | 556,275 56 |
| Discount on six per cent. Bonds, | 185,484 37 | |
| " " Mortgage Bonds, | 130,451 94 | |
| " " Second Mortgage Bonds, | 131,664 37 | |
| Interest paid Stockholders prior to the opening of the Road, | 103,060 21 | |
| Sundry incidental accounts, | 122,380 36 | |
| Expenses, | 65,651 29 | |
| Delinquent Subscribers, | 54,467 32 | |
| Salaries, | 50,000 00 | 843,159 86 |
| *Total Cost, exclusive of Coupons, Interest, &c.* . . | | $5,378,428 99 |

The following are the assets of the Company, with the amounts to their debit on the books of the Treasurer:

| | |
|---|---|
| Vt. Valley R. R. Stock, (50 per ct. paid on 135 Shares,) | 6,750 00 |
| Northern Telegraph Co. Stock, (40 Shares,) | 2,000 00 |
| Shares Eight per ct. Pref'd Stock, (400 lodged as coll.) | 40,000 00 |
| Plattsburgh and Montreal R. R. Stock, (500 Shares,) | 26,355 10 |
| Real Estate, | 34,174 47 |
| Steamer Boston and Barges, | 57,753 99 |
| Notes Receivable, | 25,870 86 |
| *Amounting in all to* . . . . . | $192,904 42 |

the available portions of which have been pledged, or otherwise disposed of, for the redemption of the debt of the Company.

The amounts paid for Interest, Coupons, and Dividends, are as follows:

| | |
|---|---|
| Interest, | 488,949 63 |
| Coupons on Six per ct. Bonds, | 314,670 67 |
| " " Mortgage " | 172,301 50 |
| " " Interest " | 4,386 00 |
| Dividends on Pref'd Eight per ct. Stock, | 82,372 00 |
| First Dividend Six per ct. Pref'd Stock, | 18,880 00 |
| Second " " " " | 16,116 00 |
| Third " " " " | 17,520 00 |
| | $1,115,195 80 |

The amounts derived from the different sources of Income, from the commencement of the running of the Road, January 1, 1850, to its assignment, November 20, 1853, (a detailed statement of the principal of which will be found on a subsequent page,) have been from

| | |
|---|---|
| Passenger Earnings, | 547,965 14 |
| Freight do. | 534,416 42 |
| Mails, | 40,100 00 |
| Expresses, | 11,646 74 |
| Rents, | 5,091 67 |
| Steamer Boston and Barges, | 27,565 65 |
| Wharf and Boats, | 5,510 07 |
| Labor, &c., charged construction, | 67,327 48 |
| | $1,239,623 17 |

The Running Expenses for the same period were for

| | | |
|---|---|---|
| Passenger Department, | 84,762 96 | |
| Freight do. | 138,830 57 | |
| Switchmen, Watchmen, &c. | 6,131 87 | |
| Machine Shop, | 14,694 00 | |
| Steamer Boston and Barges, | 23,497 78 | |
| Repairs of Cars, | 81,461 41 | |
| " " Locomotives, | 82,743 61 | |
| " " Track, | 118,939 70 | |
| " " Fences, | 1,629 99 | |
| " " Bridges, | 4,278 87 | |
| " " Buildings, | 1,743 13 | |
| Clearing Ice and Snow, | 980 04 | |
| Water, | 323 92 | |
| Damages and Gratuities, | 11,788 27 | |
| Advertising, | 3,453 75 | |
| Stationery, | 1,147 99 | |
| Miscellaneous Expenses, | 16,975 98 | |
| Side Mails, | 1,701 21 | |
| Salaries, | 27,277 65 | |
| Fuel, | 109,258 86 | |
| Oil, | 27,869 35 | |
| Waste, | 3,754 39 | |
| Taxes and Insurance, | 2,480 81 | --765,726 11 |
| *Leaving the net Earnings*, . . . | | $473,897 06 |

RECAPITULATION.

| | | |
|---|---|---|
| Construction, | | 5,378,428 99 |
| Assets, | | 192,904 42 |
| Interest, Coupons, and Dividends, | 1,115,195 80 | |
| Less Net Income, | 473,897 06 | --641,298 74 |
| | | $6,212,632 15 |

The means to provide for this expenditure were realized from, and are represented by,

| | | | |
|---|---|---|---|
| Capital Stock, | | 1,242,500 00 | |
| Eight per ct. Pref'd Stock, | | 382,700 00 | |
| Six per ct. Pref'd Stock, | 605,200 00 | | |
| " " " part paid, | 2,976 31 | —608,176 31 | |
| *Stock,* . . . . . | | | $2,233,376 31 |
| Mortgage Bonds, | | 1,800,000 00 | |
| Second Mortgage Bonds, (sold,) | | 660,500 00 | |
| *Funded Debt,* . . . . . | | | $2,460,500 00 |
| Notes payable, | | 921,518 69 | |
| Six per ct. Bonds, | | 468,500 00 | |
| Interest Bonds, | 30,500 00 | | |
| Interest Scrip, | 19,073 59 | | |
| | | 49,573 59 | |
| First Divid. six per ct. Stock, | 374 00 | | |
| Second " " " | 72 00 | | |
| Third " " " | 282 00 | | |
| | | 728 00 | |
| Sundry personal accounts, | | 78,435 56 | |
| *Floating Liabilities,* . . . . | | | $1,518,755 84 |
| | | | $6,212,632 15 |

In addition to the assets previously mentioned, the value of many of which is extremely doubtful, there are, for the extinguishment of the Floating Debt, Second Mortgage Bonds unsold, but pledged, to the amount of $539,500, and the Third Mortgage Bonds created by the Stockholders at their meeting April 12th, amounting to $1,200,000.*

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* Of the latter there have been issued, since the date of this Report, *at par*, in accordance with the direction of the Stockholders, the amount of one hundred and one thousand seven hundred dollars, and debts to the following amounts with the accumulated interest have been cancelled, viz:

| | |
|---|---|
| Notes Payable, . . . . . | 37,458 57 |
| Bonds Payable, . . . . . | 60,500 00 |
| Interest Bonds, . . . . . | 500 00 |
| Amounting in all to | $98,458 57 |

Settlements, to a limited extent, have been also made with creditors holding second Mortgage Bonds as collateral, by which they have received the Bonds lodged with them in full discharge of their claims.

The earnings from June 1st, to November 20th, 1853, were from

| | | |
|---|---|---|
| Passengers, | 107,807 19 | |
| Freight, | 97,500 96 | |
| Mails, | 6,100 00 | |
| Expresses, | 2,141 52 | |
| Rents, | 2,004 22 | |
| | | $215,553 89 |

The following represents the amounts charged on the Treasurer's Books to the several accounts of Running Expenses during the same period.

| | | |
|---|---|---|
| Passenger Department, | 15,591 53 | |
| Freight do. | 29,044 88 | |
| Salaries, | 12,927 68 | |
| Repairs of Cars, | 14,178 04 | |
| " " Locomotives, | 16,635 59 | |
| " " Track, | 29,440 00 | |
| " " Fences, | 961 56 | |
| " " Bridges, | 1,443 82 | |
| " " Buildings, | 1,405 30 | |
| Machine Shop, | 13,445 50 | |
| Damages and Gratuities, | 3,450 64 | |
| Fuel, | 36,559 06 | |
| Oil, Waste, and Water, | 6,409 78 | |
| Miscellaneous, | 8,206 96 | |
| | | $189,700 34 |

The large proportion which the expenses bear to the earnings in this statement, is to be accounted for by the fact that a portion of them was contracted prior to June 1st. Since the assignment of the Road also, there has been realized from the disposal of wood and materials on hand, and placed to the credit of

| | | |
|---|---|---|
| Fuel, | 27,211 59 | |
| Machine Shop, | 8,567 03 | |
| | | $35,778 62 |

All of which is respectfully submitted.

GEORGE B. GIBBONS,
*Treasurer R. & B. R. R. Co.*

## Statement of Earnings, exclusive of income from Steamer, Wharf and Boats, and Construction, as shown page 6, and included in previous Reports.

| Date. | Passengers. | Freight. | Mails. | Expresses. | Rents. | Total. |
|---|---|---|---|---|---|---|
| 1850. | $ | $ | $ | $ | $ | $ |
| January, | 5,818 30 | | | 120 00 | | 5,938 30 |
| February, | 4,906 58 | 8,188 55 | 850 00 | 120 00 | | 14,065 13 |
| March, | 5,888 30 | 4,187 90 | 850 00 | 120 00 | | 11,046 20 |
| April, | 6,555 64 | 5,025 98 | 850 00 | 120 00 | | 12,551 62 |
| May, | 5,754 62 | 6,708 33 | 850 00 | 120 00 | | 13,432 95 |
| | 28,923 44 | 24,110 76 | 3,400 00 | 600 00 | | 57,034 20 |
| June, | 8,008 04 | 6,257 25 | 850 00 | 120 00 | | 15,235 29 |
| July, | 9,565 12 | 5,956 52 | 850 00 | 150 00 | | 16,521 64 |
| August, | 12,953 62 | 8,966 35 | 850 00 | 150 00 | | 22,919 97 |
| September, | 11,323 98 | 10,037 48 | 850 00 | 150 00 | | 22,361 46 |
| October, | 13,580 22 | 12,232 11 | 850 00 | 150 00 | 25 00 | 26,837 33 |
| November, | 7,174 44 | 11,852 24 | 850 00 | 150 00 | | 20,026 68 |
| December, | 6,475 50 | 9,387 43 | 850 00 | 150 00 | | 16,862 93 |
| 1851. | | | | | | |
| January, | 6,057 43 | 6,106 55 | 850 00 | 200 00 | | 13,213 98 |
| February, | 5,655 99 | 4,654 89 | 850 00 | 200 00 | 175 00 | 11,535 88 |
| March, | 7,337 31 | 5,891 14 | 850 00 | 200 00 | | 14,278 45 |
| April, | 8,084 51 | 11,121 58 | 850 00 | 200 00 | | 20,256 09 |
| May, | 8,274 18 | 11,267 62 | 850 00 | 200 00 | | 20,591 80 |
| | 104,490 34 | 103,731 16 | 10,200 00 | 2,020 00 | 200 00 | 220,641 50 |
| June, | 9,431 39 | 9,557 03 | 850 00 | 200 00 | 25 00 | 20,063 42 |
| July, | 13,434 17 | 11,820 61 | 850 00 | 200 00 | 50 00 | 26,354 78 |
| August, | 16,741 56 | 9,426 24 | 850 00 | 200 00 | | 27,217 80 |
| September, | 18,116 80 | 8,915 94 | 850 00 | 200 00 | | 28,082 74 |
| October, | 11,447 08 | 12,380 62 | 850 00 | 200 00 | | 24,877 70 |
| November, | 8,306 56 | 9,691 75 | 850 00 | 200 00 | | 19,048 31 |
| December, | 7,612 36 | 11,754 47 | 850 00 | 200 00 | | 20,416 83 |
| 1852. | | | | | | |
| January, | 6,853 63 | 6,609 23 | 850 00 | 200 00 | | 14,512 86 |
| February, | 7,311 01 | 6,839 39 | 850 00 | 230 48 | 175 24 | 15,406 12 |
| March, | 10,699 78 | 7,095 39 | 850 00 | 482 73 | 101 38 | 19,229 28 |
| April, | 11,880 76 | 7,556 38 | 850 00 | 98 29 | | 20,385 43 |
| May, | 9,098 84 | 13,538 48 | 850 00 | 508 88 | 154 17 | 24,150 37 |
| | 130,933 94 | 115,185 53 | 10,200 00 | 2,920 38 | 505 79 | 259,745 64 |
| June, | 11,491 46 | 15,674 41 | 850 00 | 63 78 | | 28,079 65 |
| July, | 16,510 95 | 13,955 40 | 850 00 | 463 15 | 37 08 | 31,816 58 |
| August, | 21,129 00 | 16,388 20 | 850 00 | 333 53 | 548 75 | 39,249 48 |
| September, | 27,656 22 | 17,193 74 | 850 00 | 113 00 | 215 57 | 46,028 53 |
| October, | 15,190 36 | 22,945 77 | 850 00 | 544 87 | 145 58 | 39,676 58 |
| November, | 12,194 85 | 20,269 57 | 850 00 | 276 87 | 148 75 | 33,740 04 |
| December, | 10,763 81 | 19,139 83 | 850 00 | 337 37 | 1,042 59 | 32,133 60 |
| 1853. | | | | | | |
| January, | 10,035 87 | 14,903 94 | 850 00 | 318 46 | 131 25 | 26,239 52 |
| February, | 9,415 73 | 10,534 32 | 850 00 | 309 35 | 12 09 | 21,121 49 |
| March, | 12,911 58 | 12,987 62 | 850 00 | 370 78 | 100 00 | 27,219 98 |
| April, | 16,044 66 | 14,323 97 | 850 00 | 833 68 | | 32,052 31 |
| May, | 12,465 74 | 15,571 24 | 850 00 | | | 28,886 98 |
| | 175,810 23 | 193,888 01 | 10,200 00 | 3,964 84 | 2,381 66 | 386,244 74 |
| June, | 14,078 45 | 16,897 82 | 850 00 | 348 56 | | 32,174 83 |
| July, | 18,971 65 | 15,780 12 | 1,125 00 | 322 78 | | 36,199 55 |
| August, | 23,797 17 | 14,831 85 | 1,125 00 | 394 72 | | 40,148 74 |
| September, | 24,428 31 | 16,136 94 | 1,125 00 | 300 00 | | 41,990 25 |
| October, | 17,598 72 | 20,162 71 | 1,125 00 | 358 16 | | 39,244 59 |
| November 20, | 8,932 89 | 13,691 52 | 750 00 | 417 30 | 2,004 22 | 25,795 93 |
| | 107,807 19 | 97,500 96 | 6,100 00 | 2,141 52 | 2,004 22 | 215,553 89 |
| Totals, | 547,965 14 | 534,416 42 | 40,100 00 | 11,646 74 | 5,091 67 | 1,139,219 97 |

# APPENDIX.

## AUDITORS' CERTIFICATES.

Boston, Sept. 30, 1850.—In compliance with a vote of the Directors, July 2, 1850, I have examined the charges for payments made by the Treasurer to this date, and find the same to be properly vouched. I have examined the books, and find the entries correctly made in the Journal, and carried to the proper accounts in the Ledger.

(Signed) GEORGE B. GIBBONS.

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Boston, June 14, 1851.—In compliance with a vote of the Directors appointing the undersigned a Committee to audit the accounts of the Treasurer, we hereby certify that we have examined the charges for payments made by the Treasurer from October 1, 1850, the date of the last certificate, to April 30, 1851, and find the same to be properly vouched, and all the entries correctly made.

(Signed) NATHAN RICE,
B. T. REED.

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I hereby certify that I have examined the accounts of the Treasurer of the Rutland and Burlington Railroad Company, agreeably to a vote of the Directors of said Company, from the date of the last certificate to Jan. 31, 1853, and find the same correctly cast, properly vouched, and posted to the proper accounts as exhibited by the Trial Balance of said Jan. 31, on file and signed by me.

(Signed) GEORGE W. PALMER,
*Auditor R. & B. R. R. Co.*

Treasurer's Office,
Boston, March 24, 1853.

Boston, February 28, 1854.—I have examined the books and accounts of the Treasurer of the Rutland and Burlington Railroad Company, and find the charges for payments made by the Treasurer from the date of the last certificate to February 28, 1854, to be correctly vouched, and the entries correctly made, and posted to the proper accounts in the Ledger, as per Trial Balance of February 28, 1854, signed by me, showing a balance of cash in Treasurer's hands of thirty-seven thousand nine hundred and eight $\frac{17}{100}$ dollars.

I have also examined the six per cent. Bond account of said Company, and find all said Bonds as recorded on said Bond book, except Bonds 449 C and 450 C, for one thousand dollars each, payable July 1, 1854, which I do not find have ever been in possession of the present Treasurer, and Bond 88 C for one thousand dollars, due July 1, 1853, which was in Treasurer's possession January 27, 1853.*

The First Mortgage Bonds, amounting to one million eight hundred thousand dollars, all issued and credited on Cash Book. I also find a correct record of all the Second Mortgage Bonds, amounting to Twelve Hundred Thousand Dollars, as per list, either sold, pledged as collateral as per Note Book, and on hand.

GEORGE W. PALMER,
*Auditor R. & B. R. R. Co.*

---

Boston, Sept. 8, 1854.—This is to certify that I have examined the footings and balances of the accounts upon the different Stock Ledgers of the Rutland and Burlington Railroad Co., and find the number of shares in each to agree with the foregoing Report of the Treasurer.

O. D. ASHLEY.

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* There is no evidence that Bonds 449 C and 450 C were ever issued, and the presumption is that they never were made. Bond 88 C was issued as collateral with other consecutive Bonds of the same date and tenor, which were taken up and cancelled at their maturity, and the probability is that this was also cancelled, but subsequently mislaid, or accidentally destroyed.